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 S. S. Persia.....February 20 S. S. Korea.....February 2
 S. S. Korea.....February 26 S. S. China.....February 23

For general information apply to

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 S. S. Tenyo Maru.....February 12 S. S. Nippon Maru.....March 29
 S. S. Shinyo Maru.....March 5 S. S. Tenyo Maru.....April 5
 S. S. Chiyo Maru.....April 2 S. S. Shinyo Maru.....April 30
 S. S. Nippon Maru.....April 23 S. S. Chiyo Maru.....May 28
 S. S. Tenyo Maru.....April 30 S. S. Nippon Maru.....January 12
 S. S. Shinyo Maru.....May 24 S. S. Tenyo Maru.....January 19
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 S. S. Honolulu.....January 30 S. S. Wilhelmina.....January 31
 S. S. Lurline.....February 14 S. S. Honolulu.....February 7
 S. S. Wilhelmina.....February 20 S. S. Lurline.....February 20
 S. S. Honolulu.....February 27 S. S. Wilhelmina.....February 28

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Canadian-Australian Royal Mail STEAMSHIP COMPANY

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Oahu Railway Time Table

Outward.

For Waianae, Waiolua, Kahuku and Wai Station—9:15 a. m., 2:20 p. m.
 For Pearl City, Ewa Mill and Wai Station—7:30 a. m., 9:15 a. m., 11:30 a. m., 2:15 p. m., 3:20 p. m., 5:15 p. m., 7:30 p. m., 9:15 p. m.
 For Waiolua and Leilehua—9:10 a. m., 5:15 p. m., 7:30 p. m., 9:15 p. m.

Inward.

Arrive Honolulu from Kahuku, Waiolua and Waiolua—8:30 a. m., 5:31 p. m.
 Arrive Honolulu from Ewa Mill and Pearl City—7:45 a. m., 8:30 a. m., 11:02 a. m., 1:40 p. m., 4:26 p. m., 5:31 p. m., 7:30 p. m.
 Arrive Honolulu from Waiolua and Leilehua—9:15 a. m., 1:40 p. m., 5:31 p. m., 10:10 p. m.

The Haleiwa Limited, a two-hour train (only first class tickets honored), leaves Honolulu every Sunday at 8:30 a. m.; returning, arrives in Honolulu at 10:10 p. m. The Limited stops only at Pearl City and Waiolua outward, and Waiolua, Waiolua and Pearl City inward.

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Sluths Continue to Shadow Steamship Men.

San Francisco secret service sluths continue to dog the steps and observe the actions of steamship men, especially those connected with trans-Pacific liners, so state officers in the Japanese steamship Chio Maru, which passed through Honolulu en route from the coast to the Orient. Illegal importations of opium into San Francisco are assigned as the reason for the presence of the gum-shoe men at the wharves.

This constant espionage has affected the nerves of some employees. Others are taking it philosophically and walk slowly so as not to rush their shadows and to give them time to make notes.

Various solutions are offered in explanation of the gumshoe men. Some have it that Uncle Sam is the real employer and that the object is to find out how many of the dock employees are interested in the opium traffic. Others say that the loss of freight through thieves has been heavy of late and that the detectives have been engaged to find out the reason. Federal officers and company officials disclaim all knowledge of the shadows, but the shadows are still on the job and somewhere there is a complete record of the recent goings and comings of the men employed on the Pacific Mail wharves.

Opium Ships Through Customs Net.

In the fog and drizzling rain of early morning, a daring band of smugglers is said to have pierced the customs net with a consignment of opium worth \$16,800. Thirteen hundred five-tad tins were expected to arrive on the American-Hawaiian liner Nebraska. All but ten tins found floating in the bay are believed to have reached Chinatown, though Federal officers were on the watch to prevent a landing.

The floating tins attracted the attention of Paddy Hall and were confiscated by the customs inspectors. It was Hall that furnished the information about the smuggling. He said the men rowed up to the seawall near the Lombard street wharf at daylight and with frantic haste threw about two dozen dripping packages upon the dock and then into a wagon.

Suspecting that they were smugglers, Hall investigated and at a point near the wharf, saw one tin of opium floating in the bay.

The Federal officers, it is said, had received word from San Diego to be on the lookout for a 1,300 tin consignment on the Nebraska. Nevertheless, the inspectors refuse to believe Hall. They are confident that the larger amount of contraband has not been taken ashore.

The customs officials believe that Captain Knight of the Nebraska or some of his officers found the ten tins on the ship and threw them overboard. The confiscation of the contraband on the Nebraska would have cost the skipper a heavy fine. Besides this would be considered a discredit by the company, who, in the absence of any black marks, give the officers of each ship a bonus of 10 per cent of the yearly wage.

This rule of the company has caused much vigilance not existing before. Before the arrival of the steamer at San Diego, Captain Knight or his officers found seventy-eight five-tad tins on board. This was thrown overboard. If the drug had been taken into port and turned over to the Federal officers, the skipper would have suffered a fine.

Change On Docks Hits Smugglers.

From R. P. Schwerin's office the announcement was made that a contract had been signed whereby the San Francisco Stevedoring company would for one year handle the loading and discharging of all Pacific Mail ships. The change, it was stated, was a measure of economy. As a result more than 100 stevedores found themselves without a job yesterday. For years the Pacific Mail company has done its own stevedoring. During the last few months the cost of the work is said to have increased considerably and on top of this increased cost came the additional expense of insurance for protection against claims made under the new employees' liability law. Schwerin invited local stevedoring concerns to study the problem and to submit bids. The company, when it did its own work, kept on the payroll a number of out-of-employees, whose retention was largely by a matter of sentiment. The contractor, with freight to handle in space that is inadequate, will take no sentiment on the job, and many of the older men see the end of long years of steady work. Among the men employed on the dock are many who are known by the customs officials to be cogs in the opium smuggling machine, from which the cogs derive a more or less steady income. It is no known how much influence the demands of the government had in the system of stevedoring, but the customs officials welcome the change, it is believed that it will break up the most efficient smuggling gang ever organized in this port.

Objection to the British Flag.

The fact that the British flag flaunts from the mizzen mast of the galant freighter Melville Dollar which was formerly a United States transport, has jarred the patriotism of one W. O. Christensen, who is a prominent figure in several Pacific coast lines, and who has now brought suit against the Robert Dollar Company, the Dollar Steamship Line and Robert Dollar, Nathan B. Frank, George Scott, M. J. Savage and R. J. Tyson, jointly and severally, an interesting narration of the trials and tribulations of maritime freight carriers came to light.

The suit, which is intended to compel an accounting by the defendants for the relief of Christensen and other minor stockholders who may join, was filed by Attorney T. S. Mott after a controversy covering a period of two years hanging on the legality of the original M. S. Dollar Company, which was incorporated a decade ago for the purpose of operating the Melville Dollar and the Beale Dollar in the Oriental and coastwise trade, being absorbed by the major organization under the title of the Dollar Steamship Company, which controls a well proportioned fleet.

Conventional to law is affected in the transfer of the assets of the company. The flying of the foreign flag is declared to be unlawful and for the purpose of making it impossible to date 1911 where the ownership or control of the vessels lies without a recovery, and to "reluctantly" manipulate and divert their earnings to the benefit of certain privileged stockholders and to the injury of the ordinary.

Wanted: Fifty more decorated autos for the Floral Parade. Get in line for the biggest carnival of all.

Veteran Skipper Enters "Snug Harbor."

Captain J. Williams, the commander of Burns, Philip and Co's line, is dead at North Sydney at the age of 65 years. Captain Williams retired from the command of the steamer Mataram, a vessel running in the Sydney-Java-Singapore trade, some six months ago, owing to failing health, and a short time ago was operated on in a private hospital at North Sydney for some internal complaint, from which he succumbed. The late Captain Williams had been in the employ of Messrs. Burns, Philip and Co. for 18 or 19 years, and successfully commanded various steamers in the island trade. He traded to the Solomon Group, the New Hebrides, and all the outlying islands, had a splendid record of service, and was held in the highest esteem. He brought out the steamer Makambo before joining the Mataram, and he was also in the Guthrie & White trading East, he accomplished a fine piece of salvage work, rescuing the German bark C. H. Watson, in a distressed condition in the Papuan Gulf, and towing her safely into New Guinea. His services on that occasion were handsomely rewarded. He leaves a widow, three sons and two daughters.

Canadian Pacific Steamers to Burn Oil

An important series of experiments as to the comparative values of coal and oil as fuel for steamers has just been completed by the Canadian Pacific Railway, and Capt. J. W. Troup, the manager of the British Columbia coast service of this company, in issuing a report giving the results of the experiments, says that they indicate clearly a decided advantage in the use of oil.

The first vessel to be equipped was the Princess May, which in former years, when burning coal, was unable to make the desired speed at all times. This was essential where tides form such an important factor, and this advantage has now been gained by the use of oil fuel. It is found that she can maintain an average speed with two boilers just about equal to what she had before with three boilers burning coal.

"One of the great advantages in the use of oil," continues Capt. Troup, "is the steady steam throughout the watch, and, in fact, from day to day. With coal it is up and down, and the operation of cleaning fires has an injurious effect on the boilers, while with oil there is no cleaning of fires, and the temperature remains the same at all times."

Another great advantage in the use of oil is its cleanliness and the great saving in labor. No coal-trimmers are required, no gangs of men to put the coal on board or the ashes overboard; the number of firemen is very much reduced, and their work is now comparatively easy. The decks are not covered with cinders and smut, and the time required for taking fuel on board each day is more than cut in two.

The company has constructed a large tank in Vancouver, with a capacity of 55,000 barrels of oil. There has been placed near the wharf another tank of 1,000 barrels. The oil is transferred from the large tank to the smaller one by means of a steam pump, and from the smaller one direct to the vessel's tanks by an electric-driven pump of sufficient capacity to deliver about 1,000 barrels an hour on board.

It is added that there is little doubt that the greater number of the company's vessels on the coast will soon be fitted for this fuel.

Subjected to the British Flag.

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Wanted: Fifty more decorated autos for the Floral Parade. Get in line for the biggest carnival of all.

MOVEMENTS OF MAIL STEAMERS

VESSELS TO ARRIVE

Friday, Jan. 26.
 Hongkong via Japan ports—Persia, P. M. S. S.
 Saturday, Jan. 27.
 Hilo via way ports—Mauna Kea, stmr.
 Sunday, Jan. 28.
 Maui, Molokai and Lanai ports—Mikahala, stmr.
 Kaula ports—Kinan, stmr.
 Monday, Jan. 29.
 San Francisco—Mongolia, P. M. S. S.
 Tuesday, Jan. 30.
 Australian and New Zealand ports—Marama, C. A. S. S.
 Kona and Kau ports—Kilauea, stmr.
 Wednesday, Jan. 31.
 Vancouver and Victoria—Zealandia, C. A. S. S.
 Hawaii via Maui ports—Claudine, stmr.
 Kaula ports—W. G. Hall, stmr.
 Friday, Feb. 2.
 Hongkong via Japan ports—Korea, P. M. S. S.
 San Francisco—Sierra, O. S. S.
 Sunday, Feb. 4.
 Manila via Nagasaki, Japan—Thomas, U. S. A. T.
 Monday, Feb. 5.
 San Francisco—Nippon Maru, Jap. stmr.
 Friday, Feb. 9.
 Hongkong via Japan ports—Shinyo Maru, Jap. stmr.
 Monday, Feb. 12.
 San Francisco—Tenyo Maru, Jap. stmr.
 Wednesday, Feb. 14.
 San Francisco—Lurline, M. N. S. S.
 Saturday, Feb. 17.
 Hongkong via Japan ports—Siberia, P. M. S. S.
 Central and South American ports—Boyo Maru, Jap. stmr.
 Tuesday, Feb. 20.
 San Francisco—Persia, P. M. S. S.
 San Francisco—Wilhelmina, M. N. S. S.
 Thursday, Feb. 22.
 San Francisco—Sierra, O. S. S.

VESSELS TO DEPART

Thursday, Jan. 25.
 Hilo—Wilhelmina, M. N. S. S., 5 p. m.
 San Francisco—Cleveland, Ger. stmr., 5 p. m.
 Kaula ports—W. G. Hall, stmr., 5 p. m.
 Friday, Jan. 26.
 Hawaii via Maui ports—Claudine, stmr., 5 p. m.
 San Francisco—Persia, P. M. S. S.
 Monday, Jan. 29.
 Hongkong via Japan ports—Mongolia, P. M. S. S.
 Tuesday, Jan. 30.
 Vancouver and Victoria—Marama, C. A. S. S.
 Hilo via way ports—Mauna Kea, stmr., 10 a. m.
 Maui, Molokai and Lanai ports—Mikahala, stmr., 5 p. m.
 Kaula ports—Kinan, stmr., 5 p. m.
 Wednesday, Jan. 31.
 San Francisco—Wilhelmina, M. N. S. S.
 Australia and New Zealand ports—Zealandia, C. A. S. S.
 Friday, Feb. 2.
 San Francisco—Korea, P. M. S. S.
 Sunday, Feb. 4.
 San Francisco—Thomas, U. S. A.